LETTER FROM A FORMER RESIDENT. CAUSES OF THE FAMINE-EXTENT OF IT-SUFFERERS BY IT-WHY IT CANNOT BE AVERTED-WHAT IT MEANS-WORK OF THE BRITISH GOVERNMENT COMMENDED-HELP NEEDED.

to the Editor of The Tribune. Sin: There seems not to be quite a clear understanding among people in America as to the causes. extent, and probable duration of the famine in India, nor of the amount of suffering and starvation which it entails, nor of the measures of relief, gigantic, yet insufficient, which the Government of India are adopting for the relief of the sufferers; and a plain statement of the case by one who has been through one famine in India, and who has assisted in inaugurating and carrying out the same measures of relief now employed, may prove of interest to many who would be glad to understand the matter

The rain-fall in Southern India is confined to two The "south-west monsoon" as it is called, which sets in from across the Sea of Arabia during the months of May and June, brings the lesser rains, which, continuing a month more or less, partially fill the water courses and reservoirs. They also moisten the high ground, where irrigation cannot made use of, so that the farmers can begin to plow their lands for the Autumn sowing. Occasional showers fall in July and August. But the great monsoon comes in October. The wind, suddenly changing from south-west to north-east, sweeps down, bringing the heavily charged rain-clouds, and for more than a month it rains a good part of the time night and day. This is India's hope, India's riches. Filling all the water courses, filling all the myriads of reservoirs throughout the country which store the water for months of irrigation, it renders possible India's marvelous fruitage of grain which keeps ber teeming millions alive.

At once, too, on the coming on of this monsoon, the millions of acres of uplands which cannot be cultivated by irrigation are sown with millet, ragi, pulse, corn, and the host of minor cereals used by the Hindoos. But the most of their food grains are raised by irrigation. Successive Governments and private parties through 3,000 years have constructed unnumbered reservoirs, or tanks, as they are universally called in India. From a single hilltop I have counted 157 of these tanks in sight. The larger number belong to the Government, and a certain water tax is paid by each ryot or cultivator to Government for the supply. The rivers of Southern India have many of them been dammed by the Government; one of them with a dam three miles long, at a cost of \$4,000,000, and the waters which had for centuries flowed into the sea and been wasted, are now turned over hundreds of square miles of what had been arid plains, and they have been converted into gardens of plenty. Give the Hindoo plenty of water and the richest crops will be raised everywhere. Without water he can do nothing.

Let now the monsoon fail to come and almost immediately the direst distress reigns everywhere and reaches nearly all classes. The thousands who have grain, well knowing that it will be many months before more can be raised, hold on to what they have with an iron grip. Many bury it in the ground to conceal it from the millions who have none. Many dealers thus secretly hoard up large stores, hoping to get from four to ten times the price before the famine is over. Consequently the price will immediately be advanced to double and treble

This could better be borne, but a large proportion of the laboring classes are thrown out of employment at once. There is no rain to moisten the land : it cannot be plowed; the channels of irrigation are dry; growing crops wither; no weeding or cultivating is to be done; no harvest labor is wanted; what money there is is needed for food; building ceases; carpenters and masons are thrown out of employment; old clothing must be worn; the millions of hand-looms all through the country must ston: weavers are added to the distressed multitude. and so with each industry, more or lass. The thousands of the well-to-do will in some way pull through without actual suffering, but the millions who live from hand to mouth speedily succumb.

Now not one monsoon but two have failed. The south-west monsoon of May and June, 1876, did not come. The lands could not be plowed. The early irrigation crops could not be planted. The price of food at once advanced, but no actual distress prevailed. The eyes of all were turned heavenward for the October and November rains. None came in famine districts. The heavens were brazen. Scorehing suns, but no rain clouds. The hearts of all sank within them, for it was evident that a time of dire distress was at hand.

Had the area of famine been small, the energetic measures adopted by the Government and by private parties, with abundance of grain in the surrounding regions, would have been effectual to prevent great loss of life. But it is not small. In the Madra-Presidency alone the famine reaches over more than 80,000 square miles, containing nearly 20,000,000 of people, while in the Bombay Presidency adjoining it reaches over some 50,000 square miles, with a population of 10,000,000 to 12,000,000, together equaling three-fourths of the population of the United States. And in the surrounding districts, while there is no actual famine there is great scareity, so as to prevent their helping their neighbors. Unfortunately this state of affairs is not to be of short duration. Two monsoons have already failed. Our first ray of hope is in the early May and June monsoon. But even when that comes it will not at once stop the distress or even the actual starvation. The unplowed fields, now like sand hears, or in the clay regions, like quarries of stone, must be softened by the rain, and plowed and sowed, and the grain must have time to grow. The starved cattle, the few there will be left, will scarcely suffice to plow one-fourth of the acreage. The laborers on the Famine Relief works, dependent on daily earnings for daily food, will, many of them, continue on those works and neglect to plow and sow. The crop will be exceedingly light at best. No. The best judges say that from four to six months of starva-

tion is yet before the people. God send relief!

I come now to speak of what this famine means. It means actual starvation and death to many thousands, if not millions, of the people. It means the decimation of households. It means sickness and decrepitude for life to many survivors. It means the loss of property and poverty for life to others. It means the taking away of beasts of labor from the farmer, and future untilled and fruitless fields and consequent continued scarcity in many a

But it is in its present aspects that people have more to do. Let me take a rapid glance at the condition of affairs to-day. I will go to the pier in Madras, which reaches out nearly a quarter of a mile across the surf of the open roadstead. Lying at anchor near the pier are more than a score of vessels. foreign and native, unloading bags of rice, imported by Government and by private parties for the famine regions. All along the sandy beach for a mile are heaps of rice-bags, piled sometimes 15 to 20 feet high. The beach is lined with famine-stricken wretches, who have come in from hundreds of villages near and far for the chance of obtaining the little rice which scatters out of the holes and rents of the poorly made bags. Here and there one has a coarse sieve and shovels up the sand and sifts it for grains of rice as for grains of gold. There are some half-clad mothers with their hollowcheeked, sunken-eyed babes or young children sitting astride of their left hip, the mother throwing her left arm around the child to keep it in place, while with the right she gathers the few kernels of rice-her only hope of sustenance. I walk up the Esplanade and through the native town. Begging from door to door of the more wealthy people, or crouching by the side of the street in their squalid famishing, I see hundreds of others who have flocked in from the districts in hopes of saving their lives. I approach the hospital. Hosts of those affected by every disease brought on by starvation are begging for admission. There is a poor fellow tottering in so weak that he has just stumbled and on the gate-sill and knocked out all his front teeth. Well, he will not want them long. I take

the railroad to Bombay; passing through the Cuddapah district, containing 3,000,000 people, I find the direct distress. Kurnool is no better, and cholera raging. Bellary is still worse; within a mile of this station it is reported that 100 bodies of those who have died by the way of starvation and cholera are poisoning the atmosphere for the living. At Sholapore, in the Bombay Presidency, 25 are reported as dying in a day, while in that district, 200,000 people, we are told, have left their villages to wander in search of food, under the delusion that the famine is circumscribed, and that abundance could be had elsewhere. But the "elsewhere" they cannot find.

I travel south from Madras toward Madura. The same spectacle meets my eyes. Everywhere the cattle, the wealth of the Hindoo husbandman, but not available for food, as they regard them sacred -the poor starved cattle-are wandering around in search of something green that they can pick to stay the gnawings of hunger, while above them are flying the vultures. It is their harvest time-for they well know that daily some of them must drop and die. The owners of cattle are freely offering to give them away to any one who can find them food. I travel west through the Arcot district, the center of the famine region. In spite of the intense activity of the Government officials in relieving distress as far as possible, hundreds are dying daily of starvation and disease superinduced thereby. Even pas sengers on the railroads cannot but see abundant evidence of the dire distress, while, as you leave the line of rail, where rice can so easily be imported, it becomes worse and worse.

There is another singular evidence of the severity of the famine. It is this: Gang-robberies on the highway and in the country villages, usually called "Dacoitees" in India, are becoming fearfully common, and when the perpetrators are arrested they often plead guilty so as to be sentenced to the great "Central Jail," for there they are sure of two years of good food and comfortable quarters, and skilled medical attendance if sick. To be sure they have to work, but that they would gladly do anywhere for their food. There are several of these great central jails in the Madras Presidency, where those guilty of grave crunes and given long sentences are sent, and they are splendidly managed institutions. They are capable of accommodating from 1,200 to 2,000 convicts each, and they are all now overcrowded. It were easy to underrate the dread reality. It were hard to overdraw the picture of the distress and dread that is resting on the people in the famine districts.

How do the Government meet this? I answer, nobly. Nearly fifteen years of residence in India and study of the people and the Government have led me to entertain a very high respect for the British rule in India as at present exercised. Having been in the thick of one preceding and more circumscribed famine, and watched and myself aided the Government officers in their efforts to relieve distress, and having carefully studied from a little distance their conduct in others, I feel bound to speak of them in terms of highest praise. At once on the breaking out of scarcity or famine in any district the Government put themselves in telegraphic com munication with the chief magistrate of the district, and if the prospect be of grave distress, a member of the Governor's Council or of the Board of Revenue sent as a commissioner to the province, armed with full authority to inaugurate any necessary relief works. For, as I have indicated, if the Mon soon fails and so brings famine, a large proportion of the laboring classes are thrown out of employment. The Government rightly regards it better to give the people employment with good pay-and import food for them to buy, than to support them in idleness.

Works, then, of public advantage, but of not enough pressing importance to be undertaken otherwise, are at once put under way in every faminestricken locality. Roads are surveyed and built; new reservoirs and tanks are constructed; old ones are repaired and enlarged : public wells are dug it each city and village; new markets, jails, and courthouses are erected; new streets are laid out and graded in cities, or old ones widened and improved, or public parks made; stone bridges are built to em ploy stone masons; and all these expenditures borne from Government funds to save the lives of the people. At the same time, the Government imports largely of rice and other grains, as it is doing now, from every available country, and sends sup ply trains into every famishing locality. Beside these relief works, "relief camps" are established in every district for the aged, the infirm, the sick, the lame, all these unable to work, and all young children, where daily food is given them, and where medical treatment is afforded. Three and four thousand persons are often found in a single camp. Three such have t loon formed in the North Arcot District : at Arest under the medical supervision of Dr. H. M. Scudder, ir., of the American Arcot Mission; another at Vellere under the joint medical supervision of Dr. fohn Scudder of the same mission, and Dr. Fox, the doctor of the English regiment there. And such is the distress that the first day after the latter was opened over 1,200 were admitted into this camp. This is a single specimen. When the "Relief in Vellore were begun 1,200 people came for work the first day, and 3,000 the second, showing the willingness of the people to work, if only they can get food by so doing. And it is not uncommon for many a poor person to fall fainting at his work on the first day-for he has had nothing to eat perhaps for days before coming in.

In Chittoor, North Arcot, over 2,000 people applied for work the first two days. In Cuddapah district about 50,000 people are engaged on the relief works. In Kurnool 150,000 and in Bellary 200,000 are supported on the relief works and in the relief amps. A recent Government report shows that 840,000 persons are engaged on the relief works in Madras and 250,000 in Bombay-over 1,000,000 people working for Government for their food, and probably as many more are fed in the relief camps and soup-houses gratuitously. The Government say that they expect the famine to increase yet more until April at least, before there will begin to be any alleviation, and they are straining every

energy to increase their relief. But energetic and earnest and liberal as the Government are, it is simply impossible for them to re-lieve all the distress—it is so widespread. Every mail brings news of hosts of unrelieved localities An American Baptist missionary, 200 miles north of Madras, among the Telugu people, writes that many of their 10,000 native converts are on the verge of starvation. Some of them can get but "three meals a week," living on leaves and roots and berries, &c., the rest of the time. Another American missionary. 100 miles south-west of Madras, among the Tamil people, on a visit in his villages, reported many only getting "one meal every other day," and that through his villages all the people were on the verge of starvation-that they were "hungry all the time." While from the west, in the border of the Canarese country, I have news of many falling dead on their way to a rehef camp at a mission station And so from far and near comes news of unrelieved

I am rejoiced to see that the American Missionary Societies who have missions in the distressed localities are proposing to receive and forward donations to relieve this distress to their 'missionaries for distribution. This is a noble plan. The missionary is continually moving among the people. Every dollar that goes through his hands will be wisely spent, and it costs only from three to five cents a day to feed each person and save him from starvation. Few people in America know what a famine is. God grant they never may! JACOB CHAMBERLAIN. Newburgh, N. Y., March 19, 1877.

RATHER CONTRADICTORY .- A medical co-RATHER CONTRADICTORY.—A medical co-hearth, remarks that "Red checks are simply exygen in a reflected form; and young ladies anxious to possess them should seek them where the roses get theirs—out of doors." This is true enough, doubtless; but there is something to be said on the other side. How does our medical friend explain away the fact that roses stop in their beds all day!—[Judy.

A man who, from his youth upward, had been leading a most irregular life suddenly ended his bachelor career by marrying a widow worth £40,000.

"Don't itdagine," said he to one of his friends, "that I am simply marrying for money. If she had had only £20,000, I should have married her just the same."—[Once a Week.

LETTERS FROM THE PEOPLE.

THE RELGIAN TOWING SYSTEM. OBJECTIONS TO II-THE PROPELLER AND BARGI SYSTEM MUCH BETTER-OPINIONS OF AN OLD CANAL MAN.

To the Editor of The Tribune.

SIR: The Belgian system of towing is the biggest humbug on record, and will totally kill the Erie Canal if its friends succeed in getting it adopted. I know, from several years experience, that train-towing is a failure. I have been in the canal-heat business for 30 years on the Erie and Illinois and Michigan canals, during ten of which years I have owned and run steam canal-boats. Therefore I know whereof I speak on this imperiant question. I know it is a matter of vital importance to millions of people outside of New-York State,

who are very anxious about the welfare of the Erie

In the first place the Belgian system is advertised as In the first place due place in place with place the place where the deception lies. And even the deceivers will be deceived when they undertake to handle a train of boats on short levels among locks. The boatmen can tow themselves cheaper than the lowest price the Edgium Company prepose to charge, and make better time on an average through the canal, and avoid the horrors and tremble which attend train towing among locks. The boats with 2,400 tons as one would a wagon. The horse boat is towed into the leek under full headway and is easily storped with a big line taken to the posts on the locks. If the Belgium tow-boats were to go into a lock in this way their whole tow would pile right on to the lock and way the right to the place when the place when or placed upon the catalogue of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of saints who is canonized or placed upon the extandors of the Reformation. It is saint, as a saint (according to the saints as a saint (according to the saints) are saints as a saint (according to the saints) are saints as a saint (according to the saints). having been thoroughly tested. But it has not been tested way their whole tow would pile right on to the lock and possibly they would sink one another. Therefore it is ecessary to stop the tow-boat far enough away from the lock to let the boats lose their headway. But it is a great deal easier to start than to stop a train of boats. These people have largely exaggerated how quick they can

Another very important item which has not been published is that the Belgian system will monopolize the locks. Nothing can go up on the side where boats are going down. Consequently it will require as much again water to supply the canal as it would with the propeller and barge system now in use on the Illinois and Michigan Canal, which has superseded horse boats altogether, and carrys grain and lumber so cheap the railroads can't gan Canal, which has superseded horse boats altogether, and carrys grain and lumber so cheap the railroads can't touch it, and pays a two mill toil at that. This system has been in use eight years, and is a genuine improvement in canal navigation. When a person takes into consideration the fact that the Hudson River tow-boats must nave from 20 to 60 canal-boats to make a reasonable profit on a river with nothing to delay them, how can they expect to make the cable tow-boat pay when towing from five to ten boats in the canal with everything in the way! The cable tow-boat is run expressiy for towing. The propeller which pushes the barne carries 7,000 bushels of wheat, and no water is wasted by locking the propeller as it is by locking the cable towlocking the propeller as it is by locking the cable to boat. The propeller and barge will carry 15,000 bushe of wheat from Buffaio to New-York City in seven day

I think somewhat of getting up a circular stating facts, I think somewhat of getting up a circular stating facts, figures, &c., concerning the propeller and barge, also exposing the fraud about to be perpetrated on the Eric Canal with that foolish cable system; and now I will trust in Providence and The New-York Thinkese to assist ne in establishing the propeller and barge system on the Eric Canal.

Chicago, March 27, 1877.

M. Dr. Puy.

UNDERGROUND RAPID TRANSIT. SUCCESS OF THE PLAN IN LONDON-ITS FEASIBILITY IN NEW-YORK.

to the Editor of The Tribune. SIR: It is a marvel to one who has witnessed the almost perfect working of the underground ystem of Lenden that a board of scientific men in New-York should declare it impracticable. Were they honest pability. I assume that they have not given the London system a percenal examination, otherwise it is incredible that they should hazard and give publicity to a profes sional opinion that practical observers know to be foolish and unsound. The Lendon system is so orderly and complete that one unaware of its existence would scarcely believe that thousands are hourly being transported so rapidly and quietly, unobservant to the ordinary street traveler. One has only to step down a stairway at Baker-st, and in a few minutes find himself at Moorgate Station, three miles away. From the latter, trains depart every five minutes, connecting with va-rious surface roads at the suburbs, and, though running consists the superiority of this over any elevated or sur tions from any cause to which a surface or elevated road would be liable. In fact, the system seems complete, and t is a mystery to me (ignoring the causes of d

that a certain contractor and made an offer to Mayor My "to build an underground road, ready for hying the rain, from Thirty fourths. It of the City Hall, for S2,070,000." The Hon. Sanford E. Church, before a committee of the Board of Adermen in February, 1876, declared "that rapid transit would save annually \$23,000,000 to the city." How unwise, then, considered simply as a guestion of economy, to delay any practicable system the cost of which would not exceed the sum of \$25,000,000, particularly if it be true, as Judae Church asserts, that "any of the proposed lines, if built, would return large revenues." Why, then, do capitalists hesitate, and why will not the city aid in the construction of an underground road I can see Dx caseon save that it will interfere with the interests of cert. In "railroad monopoles" that, in the ianguage of the Hon. John B. Haskin, "have the people by the throat, and own the city and State, and have the Legislature to grind axes for them and not for the people." There is little doubt that, and its pretended friends at an early day afforded material aid to some company already oxymized, and possessing the franchises and powers necessary to construct an underground road, rapid transit would now be as fail accompit, and I would suggest to the Sixth-ave, property owners who so strenuously oppose the Gilbert Elevated project that if they would at once subscrine, say one-tenth part the amount they expect to be dianged by its construction toward the capital of that company whose underground plan seems nearest realizing success, it would doubtless fusure the himsediate company whose underground posts that it prospect hants them continually would be forever laid, and the directs like the subscript of the latest them continually would be forever laid, and the directs its anticipated by its construction entirely removed.

HEALTH AND EMPLOYERS.

HEALTH AND EMPLOYERS.

To the Editor of The Tribune. SIR: There are many branches of industry that bear severely on the health of those engaged in them, and no efforts should be spared to remove those njurious conditions, or at least to lighten them. In France this matter has been deemed sufficiently important to occupy the attention of the Government; and intelligent men are encouraged to give special observation to unhealthful occupations, with a view to remove or liminish their unhealthfuiness. Here it has received little attention-none, I may say, in comparison with what it needs. I do not propose here to go much into detail, but to cite a few instances only. In the manufacture of chemicals, men are often exposed to very noxious effluvia often without their being in the least aware of it except by results. Photographers suffer greatly in health from the fumes of collodion; the continued action of ether is ruinous to the nervous system. It has been shown in your columns that satiors suffer much from the extremely bad ventilation of forecastles, taking low fevers, and averaging, it is asserted, only 12 years of life. Movers, engineers, the makers and puddlers of iron,

tremely bad ventilation of forecastles, taking low fevers, and averaging. It is asserted, only 12 years of life. Staters, engineers, the makers and puddiers of iron, suffer from excessive heat. Operatives in factories suffer from defective ventilation—often from the effluvia of substances used in manufactures.

Some caployers may be large-minded enough to remedy these cyils on becoming aware of them, but I fear that in most cases the reform must be compalsory. It is very remarkable in how many cases wholesale evil may be traced to want of ventilation. For a long time it was thought that necrosis of the jaw-bone was an inevitable concomitant of phosphorus match-making. Now it is, I believe, almost if not quite got rid of by continually changing the air. Pure air and plenty of light are the indispensable needs of the human system. Peter Henderson, in one of his books on gardeniers. The life of a sailor would be an exceptionally healthy one if he slept in oure air. Everyone who has had an opportunity of observing knows that sailors as a class are not healthy looking men. Every employer should feel that he is morally bound to see that those whom he employs are not deteriorated either physically or morally while in his service.

Philadelphia, March 10, 1877.

Philadelphia, March 10, 1877. A TOMB IN MADISON SQUARE. To the Editor of The Tribune.

SIR: Surely the times are sad enough without harrowing our feelings by founding a cemetery in the heart of the city. Yet this has been done. In that cheery and gay spot, Madison-square, a tomb has been creeted, blank, square, ugly. On its face, in true rustic style, is embedded a pane of glass, carefully protecting colored chart or advertisement of some kind. Surmounting the tomb, however, is, singularly enough, a work of art-a hand and torch of bronze. Yet the comb and hand do not seem to like companionship; the tomb and hand do not seem to like companionship; the latter seems to wish to break from its sepulchral moorings, and mount higher—much higher. The hand is the work of one country, the pedestal of another. Suffice it to say that, although America could not have produced the hand, no other country could have produced the hand, no other country could have produced the pedestal. Let the hideous thing be removed, and in its stead place a column of bronze or Iron, of simple and

graceful pattern, and tall enough to allow the hand to hold its torch in air, and not to gravel upon the ground.

Let us not be the laughing-stock of the world.

Rev-York, March 27, 1877.

SIR: In THE TRIBUNE of the 20th inst. I

ST. PATRICK AND PROFESTANTS. To the Editor of The Tribune

find among "Letters from the People" one headed "Catholies Honoring a Protestant," which illustrates in a forcible manner the time-worn quotation, "A little learning is a dangerous thing." The writer-who signs himself "Observer"-" cannot but rejoice at the honor done by so many Roman Catholics to a Protestant saint' (meaning St. Patrick), and goes on to give a short his the Church of Rome, and was a simple missionary of torical facts and dates, Anderson's History of England

ROOM FOR YOUNG MEN.

To the Editor of The Tribune. SIR: The communication in last Saturday's issue, by "An American Mother" of Experiment Mills, Penn., elicited a fervent "Amen," I doubt not, from every young-man reader of your paper. If those of w roads, examining the signboards, were favored with more just such cheering and wise remarks as those above noted the beginning of the twentieth century would see fewer small-sonled men, withered, and worn out before their years were nearly run. As a class, we are naturally hopeful, trusting an unpromising present for the sake of the future it hides—clas we should be discouraged, ere we were fairly started, at hints of the country being "over-crowded." Don't, don't say there is no room for us, we are here, for better or worse, involuntarily; and if, although we be never so anxious to labor (and in no wise unskillful), we shall be beaten back out of existence as if

Newark, N. J., March 26, 1877.

LIFE INSURANCE SALARIES.

To the Editor of The Tribune. SIE: Thanks for TRIBUNE breezes that have lately blown through those close and sickly institutions, nsurance and railway corporations. While the salaries of other men, and good men, have shrunk to suit the necessities of the times, it is fair that a long suffering public should ask a reduction in those prodigious incomes of insurance presidents, secretaries, agents, &c. There is a passage in Gibbon's "Decline and Fall of the Roman Empire," Vol. II., p. 129, which only needs the substitution of a few words to explain the "decline and fall" of more life insurance companies, in spite of their first

and inwardly digest this: The resources of the Roman (insurance) treasury were exhausted by the increase of pay, by the repetition of donations, and by the invention of new emoluments and indulgences, which, in the opinion of the provincial youth (insurance agents), might compensate the hard-snips (sic) and dangers (sic) of a military (usurance) life. As Captain Cuttle says, "When found, make a note

Fahreay, N. F., March 26, 1877.

NO RECEIVER WANTED. To the Editor of The Tribune.

Six: I notice by your paper of to-day that the Eelectic Life Insurance matter, after some four years' delay, is in a fair way of settlement. I firmly believe, as the company grossly mismanaged its affairs, and for any deficiency are morally if not legally responsible, and should be prosecuted. If the Attorney-General will investigate, I feet satisfied that he will find, by the records of the company alone, sufficient grounds on which to In regard to the \$100,000 new on depositin of the boor policy-holders of receiving any portion of that which is rightfully due them. Really, too, it is high time that the affairs of the wresked company were closed up and settled. So, at least, I think. Policy-Holder. Brooklyn, N. F., March 27, 1877.

A SHORTER RAILROAD TO THE WEST.

To the Editor of The Tribune. Sin: The project suggested in your issue of the 24th for a shorter Western road than now exists, or than can be had by Baltimore or any other Eastern port of the United States, is of vital value in bringing back to the metropolis and for all time securing to her the all-important carrying trade to and from the Great West. all-important carrying trade to and from the Great West.
Such a road should be in the hands of honest corporators
who would not water the stock and only issue a sufficiency of bonds to build and equip the road. Such a
railway would become the road of the country, and 20
for cent on shares could be had with more case and certainty than 8 per cent from the overburdened and
snanefully debt-loaded New-York Central. Every inhabitant of the State who owns a lot or acre of land
should do his part, and for this purpose bonds of \$10,
\$20, \$50, or \$100 should be issued; dus, instead of the
present deplorable state of commerce, the country would
have greater prosperity than it has heretofore known.

New-Fork, March 27, 1877.

COMMERCE.

ARSENE HOUSSAYE ON VICTOR HUGO. To the Editor of The Tribune.

SIR: Is your Paris correspondent (Arsène Houssaye) an idiot or a drunkardf or is he only a hage loker! I notice these among other funny sentences it his letter on Victor Hugo's "Legend of the Ages: Every time the human mind lifts itself into inaccessibic regions;" "henceforth there is but one work-but bic regions;" "henceforth there is but one work—but
one man: 'La Légende des Siècles'—Victor Hugo!"
Victor Hugo also says, "Saffer little children to come to
me!" "Victor Hugo has created the Nmeteenth Literary
Century;" 'the world is fed by his ideas;" "Jupiter
sometimes descends from Olympus to rest a little, and
become a God for Diana's nympus; so Victor Hugo descends from his hights to make a bouquet of idyls with
his friends of all ages—Orpheus, Sojomon, Aristophanes,
Theocritus, Virgil, Dante, Petrarca, Ronsard, Sinkespeare, André Chenier;" "Victor Hugo is Modern Wisdom." Ah—!!

Brooklyn, N. I., March 26, 1877. Brooklyn, N. Y., March 26, 1877.

BUYING NEWSPAPERS IN HARRISBURG.

To the Editor of The Tribune. Sin: One day last week, while passing through Harrisburg, Penn., a friend who saw me about to buy a TRIBUNE at the price of ten cents rushed up and spoiled the negotiation by handing me the paper, saying: spoiled the negotiation by handing me the paper, saving:
"I bought this in York for five cents. This news-depot
is a swindle. As long as the cars are here you can't buy
a New-York daily for less than ten cents. As soon as the
cars start they are plenty at five cents." I had obcars start they are plenty at five cents." I had observed this peculiarity in the newspaper trade in Harrisburg for several months past. It is my habit to buy all
the leading papers when I travel, but Harrisburg is a
place where I never buy more than one for the reasons
aforesaid. One does not like to be swindled out of even
it rifling sum.

Bullimore, Md., March 26, 1877.

STREET CAR ANNOYANCES.

Sir: In the interest of the abused, tempertried public I would like to ask if there is no way to prevent the street car company, the terminus of whose line is at the corner of Ann-st. and Broadway, from driving at the corner of Ann-st and Broadway, from driving their horses into the passing crowd and across the side-walk, stopping there and turning their teams, frightening women and children, and compelling them to rush out of one danger into want may be a worse, among the rushing teams on Broadway. Ladies are thus abused, men are delayed and aggravated, and everybody spiashed who chances to be passing, and yet so patient are citizens that no one utters a word of protest. Will you kindly notice this in behalf of the many who are endaugered, delayed, and spattered. When street-car managers are so obliging to the people it were unkind of the people to encourage rapid transit against the interest of such company.

New-York, March 26, 1877.

THE LATE PROF. HART. To the Editor of The Tribune.

SIR: Prof. John Seely Hart went to the New-Jersey State Normal School in 1862—not, however, as Principal, as is stated in to-day's Tribune, but as head of the Model Department. After one year in the position

he became Principal. Perhaps the most important position Prof. Hart ever occupied was the Professorship of liketorie and of the Eeglish Language and Literature in Princeton College, which he accepted in 1872. I do not find the fact of rils occupany of the last-named post alleded to in THE TRANCKE'S obituary note, so I bog the privilege of mentioning it. I am yoars, JANU DE WITT MILLER.

Cross River, N. Y., March 27, 1877.

WORKING FOR LOW WAGES. To the Editor of The Tribune.

Sin: Please to allow me to say a word or two about labor. The ladies and gentlemen of the City of New-York should remember that while the Chinses and negroes are working for low wages, the Irish are going about from one soup-house to another for food, 480 I think men had better work for low wages than go from one door to another begging. And again: While the Chinese and the negroes are working for low wages, the Irish are going about burning down brown-stone houses and steading. I think it is much better to work for low wages than to be hamping hexcess to himp-posts, and burning and breaking into people's houses, as they did in the year 1863.

S. S. T.

A CITY PARK FOR THE STATE CAPITOL. To the Editor of The Tribune. Sin: You are evidently not favorably in-

clined toward the project of transferring the Legislature to New York. Wao is, beside the Politician I Regarding the recent action of the Common Council, this inquiry is a pertinent one: Have the city authorities the right to dispose of the areas occupied by the Parks for any other purpose than that to which they have been dedicated and for whire they were specifically acquired I New-York, March 28, 1877.

INQUIRER.

"THE CASE OF THE PIKES."

To the Editor of The Tribune.

Sin: I thank you with all my heart for your editorial on "The Case of the Pikes," Every woman in the Eart is under obligations to you for the tone of your paper, Yours shoredly, I ork, Penn., March 28, 1877.

BORDERING ON A HINT .- (N. B. The Irish car fares have been lowered from one shilling to skypence for a sel-down within the town boundaries.) Inquisitive Passenger: How does the reduction of fare suit you carmen I Felia Jeint (equal to the occasion): Redookshun is left Faix, it makes no differ to me. I only durive justlemin, and they never giv' me less nor a shillin', and the raciones a tardic more to durink their health.—[Fanay Folks.]

PASSENGERS ARRIVED.

PROM LONDON—La atomishin Canada, March 30.— Mr. and Mrs. Goodnere, Countes de Bremon and son. A. F. Palmer and 2 chaliren, J. Inowman Present, James Costellor, B. A. J. Motley, Age, Yorke, Jos. Sinclair, F. A. Bell, F. S. Campfell, Jos. H. Bernesites, H. L. Stace, Tros. White, E. A. Andrews, Afred Sargent, A. erfflus, John Roberts, Mr. Bon-ham, N. H. Fisher, J. Flanklin, Mr. Bissell, J. Boyden, G. T. Chanding,

Sandy Hook... 9:20 | Gov's island.10:10 | Hell G. Ferry..11:55

SHIPPING INTELLIGENCE.

J. Cortis. Reamship Maas (Dutch), Chevaller, Rotterdam, Hol., Funch Queenstown, J. G. Dale.
Steamship City of Austin, Stevens, Fernandina via Port
Royal, C. H. Maliery & Co.
Steamship E. C. Biddle, Davis, Philadelphia, Jas. Hand.
Steamshop E. C. Biddle, Davis, Winnington, Del., A. Abbott.
Ship Marianna oth (Port.), Santos, Lisbon via St. John, N.B.,

Amsnek & Co.
 Ship Co chester (Br.), Rettie, London, Snow & Burgess,
 Rack Zeroya (Br.), Scariett, London, Arkeil, Tutts & Co.
 Bark Ragna (Nor.), Ellertsen, Wings, Sweden, for orde

as & Co. Maggie Elliott (Br.), Waters, Valparaiso, Chili, Fab-

& Bein.
Sehr. Grace Davis, Davis, Portland, Marcus Honter & Co.
Sehr. Cari D. Lodron, McAllen, Boston, Jed Frye & Co.
Sehr. Kate Wentworth, Travis, Havana, Miller & Hough-

class men and "best ability." Just read, mark, learn, Noille S. Jerrell, Jerrell, Bridgeton, N. J., James W.

son. Sehr. Mary C. Decker, Neison, Nassau, N. P., B. J. Wenberg & Co.
Barge Petennac, Sweeney, Philadelphia, Jas. Hand.
ARRIVED.

Steerage passing 45.
Steamsing Morgan City, Reed, New-Orleans, March 23,
with mose, and case to Regert & Morgan,
Shemeship Agnes, Smith, Philadelphia, with mose, and

Hallett, Beston, with moise, and conton Feb. 3, Isle of Wight 19th, ith make to Grincell, Mintare & Co

Heals, Raravia July 13, Samarang d, and P scarseung Nov. 12, with J. U. Braskman. Passel 18 S, ion. 31 Is W., spoke ship Hope from Calino.

Bury (Nor.), Wilg, Liverpool 49 days, with mose the Fanco, Laye & Co., Was 8 days in the

othey, C. B.), Maggah, Havana 15 dogarten & Co., vessei to Pergins & s north of Hatteras, with N. E. gaies;

Hagin and motasses to Lammar & Kenny, vessel to Hagton, Watson & to.

Schr. wm. Douglas, Mcindoe, Baracoa 19 days, with truit to Win. Douglas & to., vessel to B. J. Wenberg & Co. Riss been 10 days north of Hatteras, with N. and N. E. gaies, and rain and fogs.

of bowspirt, having seen in consistent with an unknown vessel.

SALED.

SAILED BY WAY OF LONG ISLAND SOUND Bark Gibert, for St. John, N. B., sohrs, W. E. MeDg, P. Whitman, Falcon, and Grient, for Gloncester; Wind and Isaac H. Horder, for Fall River, WIND-Samet, fresh N. W., clear,

WIND-Sunset, Iresh N. W.; clear,
CORRECTION.
QURENSTOWN, March 30.—The steamship Montana, that
saires neace yesterday for New Yora, belongs to the Williams
& Gmon Line, not the Cenard Line, as stated.

& Guion Liue, not the Conard Line, as stated.

OMESTIC PONTS.

PORT ROYAL, S. C., Mr. ch. 39.—ATTIVEL, steamship City of Dalas, Hunes, from Fernandino, Fla. Sailed, steamship City of Dalas, Hunes, New York, Fla. Sailed, steamship City of Dalas, Hunes, New York, Annual Philasson, Hunes, New York; Annual Philasson, Hunes, New York; Annual Richard, Rechards, Washington, Ceared, steamships Annual Hung, Hichards, New York; J. S. Shriver, Wood, Baltimore; back Unic, Massone, Eriston, Eng.

FORTHESS MUNICE, Malich 30.—ATTIVED, bark Kate, from Lavettool, steeking.

Laverpoon, seeking.

PORTLAND, March 30.—Sailed, 29th, barks Ada Gray and
Daring: https://disch.march.30.—Sailed, Stront.

KEY Wiss, March 30.—Sailed, ship Cambridge, Hill, for
Pensacola, Afrived, ship Riverside, Woodward, Iron Cher. BALTINGER, March 30.—Arrived, steamship Nurnberg, Jac-

Baltinous, Narch 30.—Arrived, stramship Nurnberg, Jacger, Bromen; barks Nose, Knowlion, Loudondodry; Panadin, Jones, Aroniso, Cicared, steamship McCiellan, Taylor, Providence; brigs Potesanc, Wilson, bemerara va Norfols; Anteloge, Bay, St. Jago.

Berros, March 30.—Arrived steamship Harrisburg, Worth, Philadelphia; schr. Bonanza, Alsen, Santo Domingo.

DISASTEES.

Bostos, March 30.—The schr. Bonanza, C-pt. Allen, from Santo Domingo, which arrive: here to-day, reports that haif of the cirgo of the schr. F. Waskerff, before report of wrecased at Sohona, has been saved and landed at Santo Domingo. The year is a total loss.

QUEENSTOWN, March 30.—The Inman Line steamship of Remmond, from Liverpool March 29, left here to-day New York. For Latest Shop News see Fifth Page.

foteis.

NEW-ENGLAND HOTEL.-Lodgings, 50c.

Winter Resorts.

AIKEN, S. C.—Best climate in the United Good board at moderate prices can be obtained by addressing P.O. Box 65, Alken, S. C.

N PURSUANCE of an ORDER of the Court A PURSUANCE of an ORDER of the Court
of Common Peas for the City and County of New York,
NOTICE IS HEREBY GIVEN to all the persons and credthers having claims against ELIPHALET W. STEATTON,
lately doing business in the City and County of New-York,
that they are required to present their said claims, with the
vonchers therefor duly verified, to the subscriber, assignee of
the said Eliphalet W. Stratton, at his piace of transacting
business, No. 100 Broadway, Room 17, in the City of NewYork, on or before the 19th day of June, 1877.—Dated NewYork, March 17, 1877.

JOHNSON B. KIERSTED, Assignee.

W. T. BIRDSALL, Attorney for Assignee. Mb17 lawiws

Clothing, &c.

CLOTHING AT A BARGAIN.-For sale, a well-assorted stock of men's, boys' and children's Clothing to close the business. Apply at the stores 53 and 55 4th st. corner South 8th st., Brooklyn, E. D. HUTCHINGS & BAILEY.

Steamboats and Bailroads.

A LBANY BOAT, PEOPLE's LINE.

The elegant steamers DREW and ST. JOHN leave Pier
41, N. R., every week-day at 6 p. m., connecting at Albany
with railway trains North and West.

S. E. MAYO, Gen'l Pass. Agent.

BRIDGEPORT, and all points on Housatonic and Naugatuck Railroads. Fare, \$1. Steamer BRIDGE BT leaves Catharine slip at 11:30 a. m., and Bridgeport at

BALTIMORE AND OHIO RAILROAD.—
Leave New-York from foot of Desbrosses and Cortiands 8:40 a. m. for Washington and the West, Richmond, Charleston and the South, Pullman Parlor cars from New York to Bultimore and Washington, making close connection for Pitisburgh, Cincinnati, St. Louis, Louisville, Chicago, &c. 1 p. m. for Washington, and for Richmond and the South, via Gordonsville. Pulman care from New-York to Baltimore via Gordonsville. Pullman cars from New-York to Baltimors and Washinston.

9 p. m. daily for Washington, the South and West. Pullman's sleepers from New-York to Baltimore and Washinston, making close connections for Chicago, Cincinnati, Louisville, St. Louis, Pittaburgh, the South and South-West. Connects at Washington with trains for Lynchburg, Florida, New-Orleans, and the South.

CITIZENS' LINE STEAMERS FOR TROY .-CENTRAL RAILROAD OF NEW-JERSEY. Commencing Jan. 1, 1877-Trains leave New-York, foot of

of Clarkson-st., uptown.
Commencing Jan. 1, 1877—Trains leave New-York, foot of Liberty-st., as follows:
6:50 a. m.—For Flemington, Easton, Belvidere, Manch Chruk, Tamaqua, Wilkesbarre, Elmira, &c.
845 a. m.—For Flaston, Harrisburg, Mauch Chunk, Tamaqua, Wilkesbarre, Wilfamsport, Sec. erville and Flemington, 1 p. m.—For Flaston, Harrisburg, Mauch Chunk, Wilkesbarre, Tamaqua, Hazleton, Reading, Postsylle, Harrisburg, 4 p. m.—For Haston, Belsider, Manch Chunk, Wilkesbarre, Tamaqua, Hazleton, Reading, Postsylle, Harrisburg, 5:50 p. m.—For Easton, Lesvie Got, Chunk, Martisburg, 1 p. m.—For Easton, Manch Chunk, Martisburg, 1 p. m.—For Easton, Manch Chunk, Martisburg, 1 p. m.—For Easton, Manch Harrisburg, 1 p. m.—For Easton, Manch Harrisburg, 1 p. m.—For Easton, Manch Chunk, Martisburg, 1 p. m.—For Lana to local points see dimetable at stations, 5u NDAY TEATNS—Leave 1006 Liberty-st, at 9:30 a. m.—839, 12m.—for tendent points, and Harrisburg, 1 p. m.—for Easton, Reading, and Harrisburg, 1 p. m.—for Langer of the Amboy, Hed Hank, Long Branch, Owan Grove, &c., from foot Liberty-st, 8:15, 1:45 a. m.

NEW YORK AND PHILADELPHIA NEW

NEW YORK AND PHILADELPHIA NEW

LINE ADJELPHIA NEW LINE BOUND RROOK ROUTE.

FOR TRENAVON AND PHILADELPHIA.

Leave New York, foot of Liberty-st., for Trenton and Philadelphia at 7:30, 8:30, 9:30, 11:30 a.m., 1:30, 3:30, 5:30, 12:00 p. m., and at 4:00 p. m. for Trenton, 1:30, 3:30, 5:30, 12:00 leave foot of Clarkson-st. at 7:15, 8:15, 9:15, 11:15 a.m. Leave Philadelphia for the Carlot Philadelphia Leave foot of Clarkson-st. at 7:13, 8:15, 9:15, 1:10 a.m., tis. 5:15, 1:15 d. m. Leave Philadelphia from station North Pennsylvania Rail-oad, Third and Berks-sis, at 7:39, 8:39, 9:30, 1:39 a.m., 390, 3:00, 5:30, 12:0 p. m. Leave Treation for Now Tork at 1:20, 6:45, 8:05, 9:10, 9:55, m. 12:15, 2:10, 4:15, 6:05 p. m. Philadel Drawing-Room Cars are attached to the 9:30 a.m., 12:15, 2:10, 4:15, 6:05 p. m.

Published Drawing-Boom Cars are Backers at the 12 o clock mid-and 130 o. m. trains, and Sleeping Cars to the 12 o clock mid-night trains from both New York and Philadelphia. SUNDAY TRAINS—Leave New York, 100 Liberty-st., and Philadelphia, Third and Herks-ats., at 9-31 a. m., 330, 12 p. m. Tickets for sale at fost of Liberty-st., foot of Clarkson-st., Nos. 529 and 044 Broadway, at the principal hotels, all offices of the Eric Pallway in New-York and Brooklyn, and at No. 4 Contrast. Brooklyn. Begging checked from residence to destination. RIE RAILWAY.

WINTER ARRANGEMENT OF TRAINS, in effect
March 20, 1877.

H a. m. - Cinemnat; and Chicago Day Express. Drawingnoun Coaches to Balfaio and Suspension Bridge.

ached.

[D. m.-(Dully) Pacific Express for the West. Sieguing aches through to Rochester, Burfalo, Niagara Falls, Chering and Chicago without change; also Hotel Dining cars to hicago. Trains leave Chambers Street Depct, N. Y., for Newark, 6:45, 8:30, 10:45, 1:30 a. m., 3:15, 5:15, and 0:13 m., and 12 midnight Saturday nights only. Sundays, 9:13

p. m., and 12 midnight Saturday nights only a. m., 6:30 p. m. Hutherfurd 20.5, 6, 6:30, 8, 10 p. m., 12 midnight. San-1435, 3, 3:45, 4:30, 5, 6, 6:30, 8, 10 p. m., 12 midnight. San-daya, 6:830, 79 a. m., 145, 6:30 p. m., and 12 midnight. Fateroni, 6:30, 10 a. m., 145, 6:30 p. m., and 12 noon, 145, 3, 3:15, 3:45, 4:30, 5, 5:15, 6, 6:15, 6:30, 7, 8, 10 p. m., and 12 midnight. Sundaya, 6, 8:30, 9:15, 10 a. m., 145, 6:30, 7 p. m., and 12 midnight. idnight. Cornwall, 9 a. m., 3:30, 4:30 p. m. Sundaya, 8:30 a. m Warwick, 10:45 a. m., 4:30 p. m. Newburgh, 9, 10:45 a. m., 3:30, 4:30 p. m. Sundaya, 8:30

Newburgh, 9, 10:45 a.m., 3:30, 4:30 p. m. Sundaya, 8:30 a.m., Kineston, 3:30 p. m. Sundaya, 8:30 a.m., Goshen, 6, 7:45, 9, 10:45 a.m., 3:30, 5:45, 4:30, 7 p. m. Sundaya, 6, 8:30, 10 a.m., 6:30, 7 p. m. Middletown, 7:45, 9, 10:45 a.m., 3:45, 4:30, 7 p. m. Sundaya, 8:30, 10 a.m., 7 p. m. The 9 a.m. and 4:30 p. m. trains connect with New York and Oswero Middletown, The Mailest, Port Jervis, 9, 10:45 a.m., 4:30, 7 p. m. Sundaya, 8:30, 10 a.m. and 12 midnight. Takets for passace and for Apartments in Drawing-room and Siesuling Coaches can be obtained and orders for the checking and trainsfer of Bargase may be left at the Company's Offices, Nos. 239, 401, 525 and 957 Broadway; No. 2 Courtest, Brocken, and at the Company's Depots.

Express Trains from the West arrive in New York at 7:25 a.m., 2:10 a.m. 7:35 p. m.

a. m., 2:10 at 0.7:55 p. m.

NORTHERN RAILROAD OF NEWJERSEY.

Trains leave for Engiewood, Cleater, Piermont, and Nyaek,
7, 2:15 a. m., 1, 3, 4, 4:19, 5:30, 6:30, 7:30 p. m., and Satarita,
mights only at 11:30 p. m. Sundaya, 5 a. m. and 6:30 p. m.

Namuet, Spring Varley, and Monsey, 7, 9:45 a. m., 4:30 p. m.

Namuet, Spring Varley, and Monsey, 7, 9:45 a. m., 4:30 p. m.

LEHIGH VALLEY RAILROAD.

ARRANGEMENT OF PASSENGER TRAINS Jan. 1, 1877.—Leave depote toot of Cortiandt and Deabroace-sta., at 6.30 p. m., Night Express, only, for Essaios, Bethlouen Ablentown, Mauch Chang, Wikesbarre, Fritzfon, Savie. Elmina, West. Pullman's sleeping and Rains, Shegar, Paris, and the West. Pullman's sleeping and Rains, Shegar, Palis, and the General Eastern Office, corner of Church and Cortianol size, CHAS, H. CUMMINGS, Agenc.

NEW-HAVEN, HARTFORD, &c., Fare, \$1. NEW-YORK CENTRAL AND HUDSON RIVER BAILROAD—Commencing Dec. 26, 1876, through trains will leave Grand Central Depot: 7-15a m, Western and Northern Express, with drawing from ear to Canadadigun.
8:30 a. m., Special Chicago and St. Louis Express, with drawing-room cars to Rochester and Buffalo: also, Through Carlo St. Louis.

traying room cars to monester and humans, such as the St. Lou a.m. Northern and Western Express, 3500 p. m., Special Albany, Troy, and Western Express, arrives as Buffold 104 m. of the Medical Color of the Color o Troy D. R., Laptes-Troy Way Trains as per Local Time Tables. Tickets for sale at 252, 261, and 413 Broadway, and at Westcott Express Co.'s Offices, No. 7 Park place, 785 and 942 Broadway, New York,

Offices, No. 7 Park-place, Brooklysi, and 333 Washington at., Brooklysi, C. B. MEEKER, General Passenger Agent PHILADELPHIA via LONG BRANCH and the NEW-JERSEY SOUTHERN RAILROAD. Fire lower than by any other routs. Commencing November 13, 1876, leave New-York from Pieces North River, foot of Rec a. m. for Philadelphia, Long Branch, Toma River, and 4 p. m. for Fhiladelphia, Long Branch, Toma River, Ware-own, and Tackerton. W S. SNEDEN, Gen. Managor. DENNSYLVANIA RAILROAD.

PENNSTLY ANIA KAILKUAD.

GREAT TRUNK LINE
AND UNITED STATES MAIL ROUTE.

Trains leave New York, via Desbrosses and Cortlands
Streets Ferries, as follows:

Express for Harrisburg, Pittsburgh, the West and South, with
Pullman Palace Care attached, 8:30 a. m., 6 and 8:30 p. m.

tally. ally.
For Williamsport, Lock Haven, Corry, and Eric, at 8:30 p. m., connecting at Corry for Titasville, Petroleum Centre, and the Dil Regions. For Williamsport and Lock Haven, 8:30 a.m. For Baltimore, Washington, and the south. "Limited Washington Express" of Pulinan Parlor Cars daily, except Sanday, it 5:30 a.m., arrive Washington 4:10 p.m. Regular at 8:50 a.m., arrive Washington 4:10 p.m. Regular at 8:50 a.m., arrive Washington 4:10 p.m. Regular at 8:50 a.m., 1, a.m. 4, 5, 6, 7, 8:30, p.m. and 12 night, Sunday 6:30 a.m., 5, 6, 7, 8:30, and 9 p.m. Emigrant and second class, p.m.

Sado a. m., 5, 6, 7, 8:30, and 9 p. m. Emigrant and second class, 7 p. m.

Accommodation for Trenton, 7 a. m., 2 and 4:10 p. m.

For trains to Newarz, Elizabeth, Rahway, Franceton, Trenton, Perih Amboy, Fleminyton, Belvidere, and other points, see local schedules at all ticket offices.

Trains arrive: From Pittsburgh, 5:20 and 10:30 a. m., and 10:30 p. m., daily, 1:10 a. m. and 6:50 p. m., daily, except Monday. From Washing on and Haltimore, 6:30, 5:50 a. m., and 10:30 p. 7 p. m. Sanday, 6:30, 9:50, a. m. From Philatelphia, 5:05, 6:20, 6:30, 9:50, 10:10, 11:50 a. m., 2:2, 4:10, 5:10, 5:50, 8:50, 10:10, and 10:20 p. m. Sanday, 5:05, 6:20, 6:30, 9:50, 11:50 a. m., 6:50, 10:10, and 10:20 p. m. Trocat Diffuses, 5:22 and 9:44 Broadway, No. 1 Aster House, and foot of Desbroases and Corela-obsts; No. 3 Coults, Brooklyn; Nos. 14, 116, and 118 Hudsmard, Hobolom, 19-put, Jersey City. Emigrant Ticket Office, No. 8 Battery sizes. FRANK THOMSON.

General Manager.

General Manager.

Dondout and Kimpston—Landing at Newbourgh.

Rendout and Kingston-Landing at Newburgh, A Pockeepale, Highland Falls (West Point), Cornwall, Naci-boro, Milten, Fascus, connecting with Clater and Del. R. L. stemmonts Jas. W. Baldwin and Thos, Cornwall, from Per foo Spring st., N. R., dady, at 4 p. m., commencing Marca 28, 1877 STONINGTON LINE FOR BOSTON

AND ALL POINTS EAST.

REDUCED FARE.

Elegant steamers have Pier 33, North River, fost of Jay at., 5 p. m: 'irkets for sale at all principal ticket offices. Staterorous rured at offices of Westcott Express Company and at 303 PROVIDENCE LINE.

Freight only. Steamers leave Pier 27, North River, feet of ark-place, at 4:30 p. m. Freights via either line taken at low-L W. FILKINS, G. P. Agt. D. S. BARCOCK, Pres't TO PHILADELPHIA,

PENNSYLVANIA RAILROAD.
THE OLD ESTABLISHED ROUTE AND SHORT LINK
NEW-YORK AND PHILADELPHIA.

Fourteen Through Trains each way daily: three Depots in Philadelphia, two in New York.

Four Tracks, the most Improved Equipment, and the Festest Time consistent with absolute safety.

Express Trains leave New York, via Pestrosses and Cortinated Streets Forries as follows:

7.30, 8.30, 8.40 (B.30 Limited), 10.30 a. m., 1, 4, 5, 6, 7, 8.30, and 9 p. m., and 12 midnight. Sunday, 8.30 a. m., 5, 6, 7, 8.30, and 9 p. m.

9 p. m., and 12 mining leave Phit adelphia 3:20, 3:30, 7, 8:30, and Returning, trains leave Phit adelphia 3:20, 3:30, 7, 7:30, 8:30, and 11 a. m. (Limited Express, 1:30 p. m., 1:40, 4, 5:30, 7, 8:30, and 12 miningbt. One will be supported by the support of the